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SECURITY INFORMATION
CENTRAL INTELLIGENCE AGENCY

25X1A

REPORT NO.

INFORMATION REPORT

CD NO.

COUNTRY East Germany

DATE DISTR. 9 April 1953

SUBJECT Tabulation of Heavy Duty Flatcars and Well Cars
25X1A

NO. OF PAGES 2

NO. OF ENCLS.

SUPPLEMENT TO
REPORT NO.

25X1X

1. Four- and multi-axle flatcars:

Load Capacity (in tons)	Operational Cars Total Available	of which Assigned to Tank Shuttle Trains	Non-Operational Cars Total Available	Reserve Cars	Damaged Cars	Total
30 to 35	656		511	9	502	1,167
36 to 39	117		154		154	271
40 to 44	277		74	4	70	351
45 to 49	3					3
50 to 54	289	3	83	71	12	372
55 to 59	1					1
60 to 64	17					17
65 to 69	1					1
70 to 79	2					2
80 to 89	638	85	200	194	6	838
90 to 100	3					3
more than 100						
Total	2,004	88	1,022	278²	744	3,026

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2. Four- and multi-axle well cars:

30 to 35	5		2	1	1	7
36 to 39						
40 to 44	2					2
45 to 49	1					1
50 to 54	14					14
55 to 59	2					2
60 to 64	3					3
65 to 69						
70 to 79						

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Load Capacity (in tons)	Operational Cars		Non-Operational Cars			Total
	Total Available	of which Assigned to Tank Shuttle Trains	Total Available	Reserve Cars	Damaged Cars	
80 to 89	1	-	-	-	-	1
90 to 100	3	-	-	-	-	3
more than 100	5	-	3	2	1	8
Total	36	-	5	3	2	41

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1. Comment. As compared with October 1952, the number of 80-ton flatcars increased by 174 units, most of them probably new RRym-type cars which are capable to carry two heavy tanks. See 25X1A
- 25X1A 2. Comment. It is believed that 265 of the 278 cars listed in the column "Reserve Cars" are also used for tank shuttle trains.
- 25X1A 3. Comment. As compared with the status of 20 October 1952, the total of heavy-duty flatcars increased by about 600 units.
- 25X1A 4. Comment. Since October 1952, the number of well-waggons decreased by 12 units. See .

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